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MEMORANDUM

Date: February 22, 2001
To: Mr. Zill Khan
Village of Woodridge
From: Thomas Adomshick, P.E. *T.A.*
Vice President
Re: Draft Supplemental Final Environmental Impact Statement (FIES) and
Section 4(f) Evaluation for FAP 340 from I-55 to I-80
Job No. 623.718

At your request we reviewed the subject report for the proposed extension of I-355 south from I-55 to I-80. This Supplemental FEIS was prepared to address previously expressed concerns and the January 16, 1997 U.S. District Court, Northern District of Illinois ruling that the 1996 FEIS Record of Decision was invalid. It was assumed that the 1996 FEIS was previously reviewed by the Village of Woodridge. This review addresses the Supplemental FEIS as it relates directly to the Village of Woodridge.

The Draft Supplemental FEIS contains the following supplemental information.

- The design year has been changed from 2010 to 2020. The SFEIS is now based upon 2020 forecasts for land use, population, employment and traffic demand prepared by the Northeast Illinois Planning Commission (NIPCO) and the Chicago Area Transportation Study (CATS).
- The Purpose and Need for the project provides a more detailed consideration of the No-Action scenario. The new socioeconomic forecasts include both the No-Action and the Build scenarios. There are new separate traffic projections for the No-Action and Build scenarios that reflect the new design year and socioeconomic forecasts. In other words, traffic projections for the No-Action scenario are based on forecasts that assumed the absence of the proposed improvement.
- The need for the improvement is now also evaluated based upon "quantifiable performance measures" including travel time and safety.
- The Affected Environment chapter has been updated to address changes in the Study Area, and the Environmental Consequences has been modified to reflect any changes in environmental impacts.

The Section 4(f) Evaluation applies to publicly owned park, recreation area, or wildlife and waterfowl refuge, or a historic site of national, state or local significance. There are no Section 4(f) properties located within the Village of Woodridge along the project corridor.

ALTERNATIVES:

Five Alternatives were considered in the SFEIS.

- NoAction Alternative** – maintaining existing roadways, implementing other area roadway, mass transit and transportation system management (TSM) improvements recommended in the 2020

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Regional Transportation Plan (RTP), plus other anticipated roadway improvements not in the RTP but anticipated to be implemented by 2020 (baseline roadway improvements).

- Mass Transit Alternative** – maintaining existing roadways plus implementing mass transit improvements recommended in the RTP, plus additional transit facilities and services not in the RTP but identified by local officials as likely to be implemented by 2020.
- Tollway/Freeway Alternative** – constructing a full access controlled divided highway on new alignment, constructing baseline roadway improvements, and implementing the 2020 RTP recommended mass transit and TSM improvements.
- Lemont Bypass Alternative** – constructing a full access controlled divided highway on new alignment in the northern one-quarter of the study corridor, a limited access controlled principal arterial on existing alignment in the southern three-quarters, and constructing baseline roadway improvements, and implementing the 2020 RTP recommended mass transit and TSM improvements.
- Enhanced Arterial Alternative** – improving existing arterials, implementing baseline roadway improvements, and implementing the 2020 RTP recommended mass transit and TSM improvements.

A Transportation System Management (TSM) Alternative, an Expressway Alternative, and multiple alignment iterations of the Tollway/Freeway Alternatives were not carried over from the 1996 FEIS to the SFEIS. The first two were found to not meet the Purpose and Need for the improvement. No new environmental issues were identified that warranted reconsideration of the multiple alignment iterations.

In summary, the preferred alternative was determined to be the Tollway/Freeway Alternative for the following reasons.

- It would result in the lowest travel times from the Project Corridor to regional job centers.
- It was ranked by the planning staffs of Will County and the Project Corridor municipal governments as the most consistent with the policies, goals and objectives of their jurisdiction's adopted land use and transportation plans.
- It would result in the greatest reduction in projected local travel times and accidents within the Project Corridor, providing the greatest benefit toward improving local mobility and safety.

ENVIRONMENTAL CONSEQUENCES:

There were no substantive changes from the 1996 FEIS related to Transportation Facilities, Agricultural Impacts, Forest Preserves and Parks, Bikeways, Cultural Resources, Geological and Mineral Resources, Biological Resources, Solid Waste, Visual Impacts, Material Resources, Energy Resources, Construction Impacts, Short-Term Use and Long-Term Productivity Relationship, and Irreversible and Ineliminable Commitments of Resources.

SOCIAL IMPACTS – There were no substantive changes in the social issues addressed in the 1996 FEIS. A new subsection, Environmental Justice, was evaluated and the Preferred Alternative was found to have no adverse impacts on minority or low-income populations.

ECONOMIC IMPACTS – The Preferred Alternative was determined to have negligible impact on stimulating employment growth projected within the Study Area by NIPCO.

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LAND USE AND ZONING – The Draft SFEIS states that the various alternatives considered were presented to the Village of Woodridge, and that the Preferred Alternative was identified by Woodridge as the alternative most consistent with Village's current land use plan.

WATER QUALITY AND WATER RESOURCES

- Surface Waters** – Additional discussion was provided pertaining to impacts of the operation of the Preferred Alternative on Black Partridge Creek and overall impacts of road salt spray dispersion after deciding operations. Stream concentrations of pollutants associated with the proposed roadway improvements were estimated using the procedure developed by Driscoll et al (1990), and are contained in the 2000 Water Quality Technical Report. The technical report was not provided, and therefore the analysis could not be reviewed.

Black partridge Creek is located partially within Internationale Centre. The location where the creek is closest in proximity to the proposed Freeway/Tollway is a section of the creek south of the Woodridge Village boundary. Mitigation measures to minimize the impacts of the Preferred Alternative on Black Partridge Creek include moving the proposed highway alignment 350 feet to the west and the diversion of 22% of the anticipated highway runoff from the Black Partridge Creek watershed. The diverted runoff will be stored in a treatment pond before its release into the Keepataw Preserve. These mitigation measures are located just south of the Woodridge Village boundary.

An estimation of salt deposition was made based upon an ongoing study by the Illinois State Water Survey (ISWS) of atmospheric dispersion of deicing salt applied to roads. There is no discussion of the environmental consequences of the salt spray deposition. It appears that the purpose of the study is to develop a methodology for estimating the atmospheric dispersion of deicing salt.

- Wetlands** – There have been no changes from the 1996 FEIS pertaining to wetlands impacts for wetlands located in Woodridge. Wetland 41, a 0.8 acre wet meadow located southeast of I-55 and west of the Will-DuPage County line, will still be lost. Wetlands 41A and 39, west of the proposed alignment and south of I-55 are not described as being impacted. Lost wetlands will be replaced in any, or a combination of three locations; two along the Spring Creek floodplain, and the other in the Lockport Prairie Nature Preserve. Sedimentation and erosion control measures, and limitations on equipment and materials intrusion are proposed to be used to minimize construction impacts to wetlands to remain.

AIR QUALITY – The worst-case air quality receptor in the project corridor, as well as the I-55/I-355 interchange and the toll plaza location for the Preferred Alternative were analyzed for eight-hour carbon monoxide (CO) concentrations with year 2020 projected traffic volumes. It was determined that the National Ambient Air Quality Standards (NAAQS) for CO concentrations will not be exceeded for both the Preferred and No Action Alternatives. An emission analysis for Volatile Organic Compounds (VOCs) and Oxides of Nitrogen (NO_x) performed by CATS determined that the impact on emissions from the Preferred Alternative is negligible for both VOC and NO_x. The Illinois Environmental Protection Agency concurred with this finding. The air quality analyses were not provided with the SFEIS, and therefore could not be reviewed.

NOISE – There were no sensitive noise receptors (residences, schools etc.) identified within the Village limits of Woodridge in the SFEIS. Analyses of sensitive noise receptors located outside the Village limits were performed for year 2020 traffic volumes for the Preferred and the No Action Alternatives using the FHWA Traffic Noise Model (TNM), the currently accepted traffic noise

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prediction methodology. Based upon the analyses performed, noise abatement barriers were determined to be likely to be implemented at two locations adjoining Woodridge; in the northwest quadrant of the I-55/I-355 interchange (approximately 1,400 feet long by 19 feet high barrier), and on the south side of I-55 from Woodward Avenue to Lemont Road (approx 1,550 feet long by 25 feet high barrier).

The Vincente residential development in Woodridge is located on the north side of I-55 between Woodward Avenue and Lemont Road, and is opposite the "likely to be implemented" noise barrier (see attached map). It is not clear in the SFEIS whether or not noise impacts to the Vincente development were considered. The noise analyses were not provided for review.

In addition, the Farmingdale residential development immediately west of the Vincente development is planned to eventually extend south to I-55. It should be noted that under current IDOT policy, only existing developments are considered for noise abatement measures.

It is recommended that IDOT confirm to the Village of Woodridge that potential noise impacts to the Vincente development have been considered. In addition, consideration should be given to providing noise absorptive surface on the north side of the any noise barrier that would be located opposite residential areas.

SECONDARY AND CUMULATIVE IMPACTS – The Council on Environmental Quality (CEQ) 11-step approach was used to identify affected resources and to quantify potential secondary and cumulative effects of the Preferred Alternative. It was concluded that no additional mitigation, beyond the proposed mitigation for direct impacts, would be required.

SUMMARY OF IMPACTS/POTENTIAL IMPACTS IN WOODRIDGE:

There is an ongoing water quality study that is monitoring the water quality and aquatic biota in Black Partridge Creek. In February 2000 the chloride concentrations in Black Partridge Creek exceeded IEPA Water Quality Standards. Mitigation measures described previously are proposed to minimize the impacts of the Preferred Alternative. The mitigation measures are located just south of the Woodridge village boundary. The 2000 Water Quality Technical Report was not provided for review.

One wetland in Woodridge, Wetland 41 located southeast of I-55 and west of the Will-DuPage County line will be lost under the Preferred Alternative. The lost wetland will be replaced by the creation of new wetland at an area ratio of 2.5:1 if provided on-site, or at a ratio of 4:1 if provided off-site.

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The noise analysis for the project was not provided for review. It is not clear from the SFEIS whether or not noise impacts to the existing Vincente residential development on the north side of I-55 between Woodward Avenue and Lemont Road were considered. It is recommended that IDOT confirm to the Village of Woodridge that potential noise impacts to the Vincente development have been considered. In addition, consideration should be given to providing noise absorptive surface on the north side the "likely" noise abatement barrier that would be located along the south side of I-55 between Woodward Avenue and Lemont Road, where it is opposite residential areas.

–END–

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